

The Hongkong Telegraph.

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FRIDAY, DECEMBER 23, 1904.

五年禮

號三廿月二十英華香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Ver 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,520,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARS BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

TAKEO TAKAMICHI,

Manager.
Hongkong, 7th November, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000

Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

E. Goett, Esq. Hon. R. Shewan.

Hon. W. J. Gresson. N. A. Siebs, Esq.

A. Haupt, Esq. H. W. Slade, Esq.

H. Schubart, Esq. E. S. Whealler, Esq.

E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per cent. per Annum.

For 6 months, 4 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE
DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin. Calcutta. Hankow.

Tientsin. Tsinling (Kiautschou).

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSON & Co.

Hongkong, 28th May, 1904. [25]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidaura, Kure, Shimoneseki, Moji, Wakamatsu,
Karatzu, Nagasaki, Kuchinotsu, Sasebo, Mikaze, Hakodate, Taipeh, &c.

Telephone Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotana, Hokkoku, Hondo, Ichimura, Kanda, Mameda, Mannoura,
Oosawa, Ootani, Sashara, Subakuro, Yoshaiaotan, Yoshi, Yonokihara and other Coals.

6 MINAMI Manser, Hongkong.

INTERNATIONAL BANKING
CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS.

GOLD \$7,897,391.30—about £1,625,000.

CAPITAL AND SURPLUS AUTHORIZED

GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:

1, WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDE HOUSE, E.C.

BRANCHES AT

SAN FRANCISCO, WASHINGTON,

MEXICO, PANAMA, MANILA, CEBU,

SHANGHAI, SINGAPORE, PENANG,

YOKOHAMA, KOBE, BOMBAY,

" CALCUTTA, CANTON,

AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED,

UNION OF LONDON AND SMITH'S BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,

COMPTOIR NATIONAL D'ESCOMpte

DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,

receives Money in Current Account and issues

Fixed Deposit Receipts either in Gold or

Silver at Rates which may be ascertained on

Application.

HONGKONG BRANCH:

20, DES VIEUX ROAD CENTRAL.

CHARLES R. SCOTT,

Manager.

Hongkong, 25th November, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896

Shanghai Taels.

SUBSCRIBED CAPITAL \$5,000,000

PAID-UP CAPITAL \$2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

Places, and Sells Drafts and Telegraphic Transfers

Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities,

Hills discounted.

HONGKONG BRANCH.

Advances made on approved securities,

Hills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

4 " " 6 " 3 " 1 "

5 " " 3 " 2 " 1 "

H. C. MARSHALL,

Acting Manager.

Hongkong, 17th May, 1903. [26]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000

RESERVE LIABILITY OF SHARE-

HOLDERS \$800,000

RESERVE FUND \$800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

5 " " 6 " 3 " 1 "

T. P. COCHRANE,

Manager.

Hongkong, 19th May, 1904. [24]

FINEST
COD LIVER OIL.

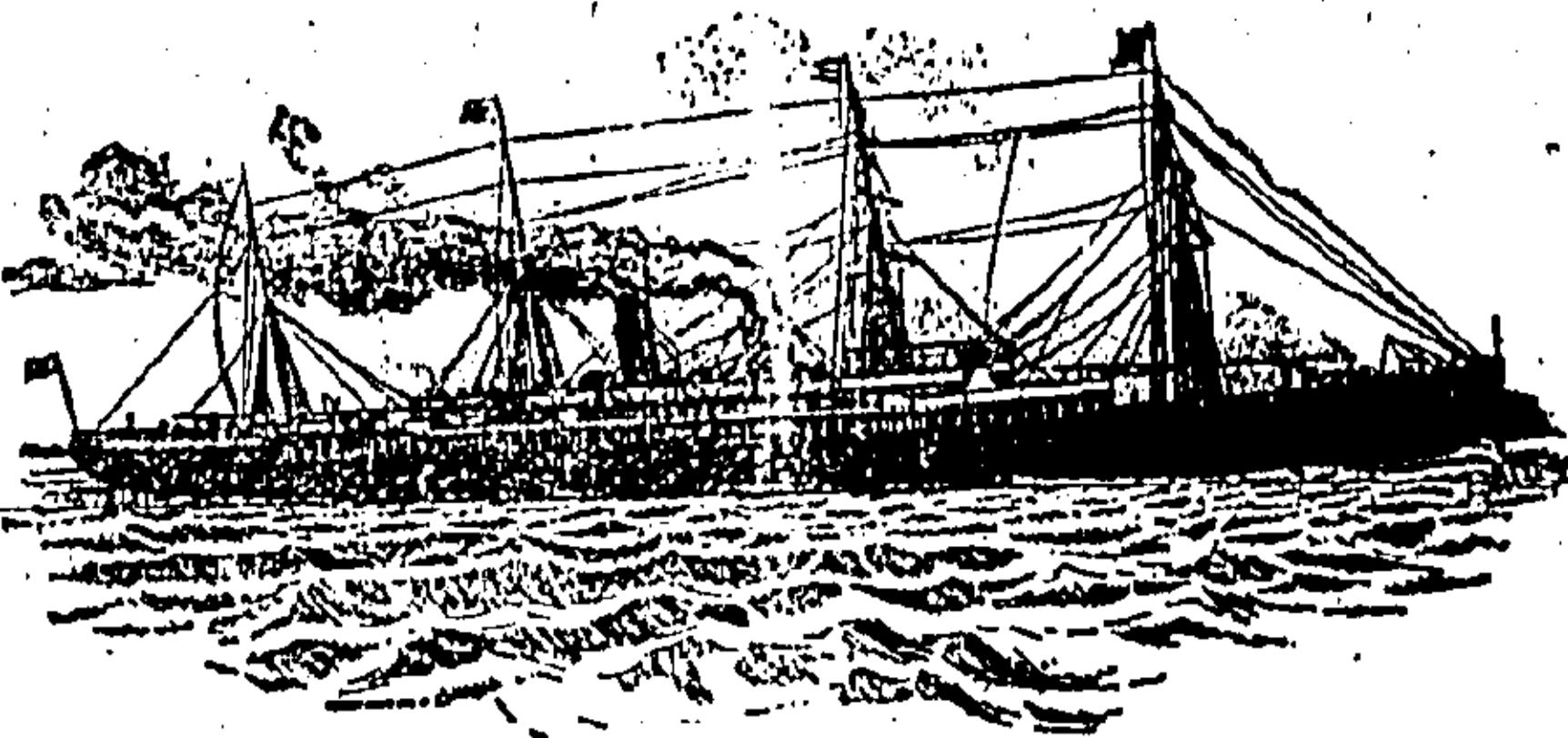
HIGHLY recommended for COUGHS,
COLDS, and all affections of the
Chest and Lungs. It is highly nutritious, and
in fact, acts as a food, especially in cases of
Consumption and wasting diseases.

IN BOTTLES AT \$1, 1.75, AND 3.00 EACH.

<p

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"MANCHURIA"	13,639 Gross Tons	MONDAY, 26th December, at 4 p.m.
"KOREA"	11,276	FRIDAY, 6th January, 1905, at Noon.
"COPTIC"	4,352	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284	TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639	FRIDAY, 3rd February, at Noon.
"CHINA"	5,060	FRIDAY, 17th February, at Noon.
"MANCHURIA"	13,639	TUESDAY, 28th February, at Noon.
"DOBIO"	4,784	SATURDAY, 11th March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MANCHURIA" will be despatched for SAN FRANCISCO, via MACAO, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on MONDAY, the 26th instant, at 4 P.M., taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point in route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

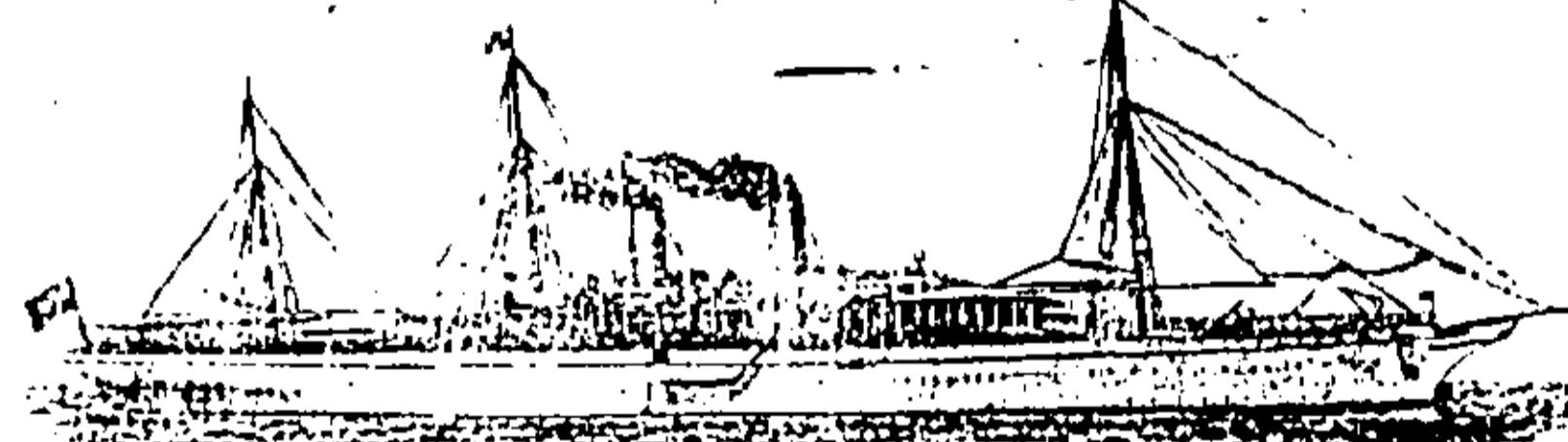
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 22nd December, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SPEED, PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPEROR" Two Screw Steamships - 6,000 Tons - 10,000 Horse Power - Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"..... 2,440 Tons..... WEDNESDAY, 28th December.

"EMPEROR OF CHINA"..... 6,000 "..... WEDNESDAY, 11th January, 1905.

"TARTAR"..... 4,425 "..... WEDNESDAY, 25th January.

"EMPEROR OF INDIA"..... 6,000 "..... WEDNESDAY, 8th March.

"EMPEROR OF JAPAN"..... 6,000 "..... WEDNESDAY, 8th March.

"ATHENIAN"..... 2,440 "..... WEDNESDAY, 15th March.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail..... £40. "..... £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous

INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 14th December, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRAUDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS. SAILING DATES.

ARMENIA..... HAVRE and HAMBURG. 1st January. Freight.

Forst. (Calling at SPORE, PENANG & COLOMBO). 1st January. Freight.

C. FERD. LAEISZ HAVRE and HAMBURG. 10th January. Freight.

von Hoff. (Calling at SPORE, PENANG & COLOMBO). 10th January. Freight.

AMBRIA..... HAVRE and HAMBURG. 22nd January. Freight.

Portelius. (Calling at SPORE, PENANG & COLOMBO). 27th January. Freight.

SITHONIA..... HAVRE and HAMBURG. 27th January. Freight.

Hildebrand. (Calling at SPORE, PENANG & COLOMBO). 7th Feb. Freight.

ARCADIA..... HAVRE and HAMBURG. 7th Feb. Freight.

Förck. (Calling at SPORE, PENANG & COLOMBO). 21st Feb. Freight.

ANDALUSIA..... HAVRE and HAMBURG. 21st Feb. Freight.

Filler. (Calling at SPORE, PENANG & COLOMBO). 7th March. Freight and Passengers.

RHENANIA..... HAVRE and HAMBURG. 7th March. Freight and Passengers.

Behrens. (Calling at SPORE, PENANG & COLOMBO). 7th March. Freight and Passengers.

SAMBIA..... HAVRE and HAMBURG. 21st March. Freight.

Lining. (Calling at SPORE, PENANG & COLOMBO). 21st March. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 21st December, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.

DENTISTRY.

M. H. CHAUN, D. D. S.

37, DES VŒUX ROAD-CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,363 tons.....	Captain H. D. Jones.
"POWAN".....	4,338 "	R. D. Thomas.
"FATSHAN".....	4,200 "	W. A. Valentine.
"HANKOW".....	3,673 "	C. V. Lloyd.
"KINSHI".....	1,095 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"..... 1,998 tons..... Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2:30 P.M.

Departures on Sundays at 12:30 P.M.

Departures from Macao to Hongkong daily at 8:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"..... 219 tons..... Captain T. Hamlin.

This steamer leaves Canton for Macao, every Tuesday, Thursday and Saturday at 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"..... 588 tons..... Captain J. Willow.

"NANNING"..... 569 "..... Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8:30 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904.

JAVA-CHINA-JAPAN LIN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half January	JAVA PORTS	Second half January
TJILATJAP	JAVA	First half January	JAPAN VIA SHANGHAI	First half January
TJIMAH	JAPAN	Second half December	JAVA PORTS	Second half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIN.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 7th December, 1904.

(14)

NOTICE TO SHIPPERS.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Intimations.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 23, 1904.

SENTENCED TO DEATH.

By the highest criminal tribunal in the Colony, three lads, the eldest of them barely past his majority, and all of them foreigners, have been condemned to death for the murder of a Chinese woman. That justice has been done none will gainsay, for the recital of the doings of these three criminals, the evidence of disinterested witnesses, all led to the conclusion that they had gone to work deliberately and methodically to secure their own ends regardless of consequences.

That their scheme of wresting a sampan from a family of coolies in order that they might leave the inhospitable shores of Hongkong should end in tragedy probably never entered their heads, but once embarked on their fatuous enterprise they were ruthlessly hurried to the terrible crime which has closed in the shadow of the gallows. Although young men they had reached years of discretion, had seen much of life, had "roughed it" in various parts of the world, and knew how the commission of such a crime would be punished in their own country. Consequently, the feeling of compassion which in other circumstances might be excited in the case of unpremeditated murder by inexperienced youths is to a great extent absent on this occasion. The majesty of the law and the supreme justice of the British Courts have been vindicated and proved; it has been shown that the life of a Chinese woman, even although she be a sampan coolie, eking out a precarious livelihood as best she can, is as sacred under the British Crown as that of the highest in the land. The hope has been expressed that the capital sentence may be commuted to imprisonment for life; but it is questionable if the lower punishment is not deemed harsher in its effects than the shorter path to eternity. Whatever lessons are to be learned from this tragedy, with its tragic sequel, it is to be feared that the very class to whom it should in the highest degree appeal, will remain absolutely callous, refusing to believe in that just retribution which inevitably follows in the wake of all divergences from civilised life. Whether scoundrels at heart or scoundrels by force of circumstances the result is the same. But the class, to which the three condemned men—one was an infant in the eyes of the law—continues to increase and scourge the world with their presence. It is that class which throws itself upon the generosity of a long-suffering community. With the passage of time these people lose all regard for *menum et sumum*, and, falling naturally into the hands of those who are *especially experienced* in the *preserved* Order. All right-minded people will feel perhaps an unspoken sinking at heart to think that such crimes are possible—and who knows how many similar cases occur that never see the light of day—but the justice of the result will not be questioned. Let us only trust that such an example as it has fallen to the lot of these unhappy felons to furnish to their fellow-men may long remain an insistent and strenuous call to the realisation of the importance of leading an upright and righteous life.

LOCAL AND GENERAL.

SIR John Keane, Private Secretary to His Excellency Sir H. A. Blake and Miss Keane are paying a short visit to Southern India.

WE are asked to call attention to the fact that the Band advertised to play to-night at the King Edward Hotel, will play instead to-morrow, Christmas Eve.

TSANG Hing, the 22-year old Chinese who is alleged to have been the perpetrator of the horrible crimes, lately anodized upon in these columns, was to-day committed to take his trial at the next Criminal Sessions.

THE GOVERNMENT AND BEACHCOMBERS.

Mr. Ferrers, continuing, said he would not insult their intelligence with asking for an acquittal. They had committed a most awful crime and were deserving of severe punishment; but he asked them to find them not guilty of wilful murder—murder with malice aforethought. He argued that the accused having suffered so acutely from poverty, sailors as they were, decided to set out on a long voyage in an open boat without provisions of water, deeming that terrible position preferable to being on the beach on these shores. He went on to argue that the Government did absolutely nothing for these starving men, and said that for an unemployed white man in this Colony, there was no alternative but fraud or starvation. The treatment they got from the Government in the Colony was worse than that meted out to a rat for the Stability Board did give the latter a painless death. He contended that the Crown had not shown that there was any intention on the part of the accused to kill the inmates of the boat, only to quiet them after stealing the boat.

His Lordship said that was so if the facts justified it.

THE GOVERNMENT AND BEACHCOMBERS.

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Mr. H. G. Calthrop then briefly addressed the jury on behalf of the Crown, and referred to a case tried at the Old Bailey some years ago where death was caused in the commission of a felony, but the Attorney General, who prosecuted, and who was now Chief Justice of England, distinctly told the jury that they were not bound to return a verdict of wilful murder in the case, where the intention, as in this case, was to be presumed on law. He was sorry that the Attorney General in this case had not thought fit to similarly instruct the jury. He discounted the evidence of the boy in regard to Mason, which he held to be greatly exaggerated, and the suggestion of impropriety, introduced at the last moment, a mere fabrication. He maintained that the evidence had not proved any intention to commit wilful murder, and asked for

mercy for the accused whom he described as nothing more than boys.

THE ATTORNEY GENERAL'S REPLY.

The Hon. Mr. E. H. Sharp shortly replied. He said they had heard the very able and ingenious arguments of the three learned gentlemen who had appeared on behalf of the prisoners, and his thought it was right to say that they had saltly everything they could possibly have said on the prisoners' behalf. He did not think it would be necessary for him to repeat to recapitulate the evidence which he considered with some care in his opening, and which was doubtless fresh in their memories. He had not so far referred to the statements made by the prisoners, but would do so now. The accused set out with a common unlawful purpose, which as they admitted was of stealing a boat and overpowering the crew. They had been found to have intended to resist any opposition on the part of the crew, to any extent that might become necessary by the opposition to the death of these persons clearly appeared in the prosecution of that unlawful purpose.

The frightening of the people causing them to jump overboard amounted to murder. Counsel commented at some length upon the prisoners' statements, and the contradictory character of what Smith said, and remarked that Smith seemed to have conceived the whole thing, and to have taken a very active part in all that occurred. Hogmann, when arrested, made something in the nature of a clean breast of the matter, which was somewhat in his favour. In conclusion, he said the prisoners acted with a common purpose, which was admitted by everyone of them, and then carried out that purpose at all hazards and cost. Compliments had been made as to the age of the prisoners but it was clear they were old enough to know what was right.

THE DEFENCE.

Hon. Dr. Ho Kai opened the defence on behalf of the prisoner Smith. In doing so he said the law threw upon the Crown the burden of proving beyond reasonable doubt in the mind of the jury, and should the prosecution fail in any way in proving the charge beyond such reasonable doubt, the benefit of the doubt belonged to the prisoner. In a case like that it was important that they should have a clear definition of what the law considered murder, and how they could best discriminate between murder or any other form of homicide. The greatest criminal authority, "Russell on Crime", defined murder as the killing of any person with malice prepense or aforethought, either expressed or implied by law; it could not, however, be shown that they were intent on taking life, but they were guilty of one of the maddest and most absurd crimes, which had unfortunately resulted in two accidental deaths. As the result of these accidents they had rendered themselves liable to the charge of murder, and they were now placed before them to answer for that crime. The Crown had given them a large number of witnesses, but it was not necessary for him to refer to more than a very few of them. He repudiated the theory that there was any motive for the crimes of murder, and asked them to disabuse their minds of the suggestions that had been made that the accused were acquitted by a desire to steal money, or that a grave crime in regard to the boy was attempted or contemplated. Had Mason desired to murder the boy he could have done so when he had him down on the deck, and he maintained that the falling overboard was due to accident more than design. He submitted that the Crown had not shown conclusively and beyond reasonable doubt that he actually did commit the crime of murder. They had gone so far as to prove that some unlawful act had been committed, which, however, regrettably, had resulted in two deaths, but he maintained that the sole intention of the prisoners was to seize the boat to Singapore. He rejected the theory that there was any complicity between the prisoners and the boy, as the boy was a young child, ranging in age from 22 to 18, and in every instance they had shown that their intention was not to take life. In conclusion, he asked the jury to regard the case in a charitable spirit, and take a merciful view of the case and give the prisoners the benefit of any doubt that might arise in their minds.

Mr. Ferrers next addressed the jury on behalf of the prisoner Hogmann, and dwelt upon the awful and terrible thing it was to be mixed up in a death penalty. The jury were not dealing with men inured to crime, but with young men on the threshold of life, and he could not too strongly impress the gravity of responsibility placed upon the jury. The accused had been described as belonging to a certain class, but they were not men who would not work if they could get it to do, and it was while in a state of desperation that they decided to steal this boat and get away. He argued that the evidence of the sampan man, the boy, and the little girl all failed to connect Hogmann with the crime, and it was most extraordinary that he should not have been able to hold his tongue when there was really nothing against him. He maintained that, having suffered such physical and mental agonies as to render them incapable of premeditating the crime of wilful murder, their minds were deranged. In conclusion, he asked the jury to return a verdict of manslaughter; for it was in their power, when a large crime included a lesser crime, to return a verdict on the lesser count.

THE LAW OF MURDER.

The Attorney-General had laid down to them very clear exposition of the law that bore upon the facts that were included in that case. He had told them that when several persons associated themselves together for an unlawful purpose, intending, at the time to resist by force, all who opposed them in carrying out that purpose, it death ensued as the result of that force it was murder, and manslaughter. Any other view of the law would render the lives of people in any community insecure, in the extreme, and there would be a direct incentive to the perpetration of acts of violence in the furtherance of unlawful purposes. To say that a burglar who broke into a man's house in the dead of night intending to steal his money, and who subjected him to such violence that he either died therefrom on the spot, or in fleeing from it killed himself, was not to be held responsible for that man's life, and was not to be considered guilty of murder because he only set out for the house intending to rob him, was to state a proposition which would put a premium on crime, and render life absolutely insecure. It was not English law.

The law of England was the law put before them by the Attorney-General. He repeated it once more because he was sure they at once appreciated the proposition which was absolutely necessary for the safety of the community.

That such should be the law. The law was that if one or more persons associated themselves together for an unlawful purpose, such as stealing a sampan, and using up the people on board, intending to resist all who opposed them in that design, and in the course of opposing that resistance caused death, it was murder of which each and all of such persons were guilty. If they should find it to be true, that one of all the men in the dock acted with the design and purpose of stealing a sampan and getting away to Singapore, opposing the resistance of the sampan people and either throwing them overboard, or causing them to jump overboard to their death, then they were all guilty of murder. The question was whether the prisoners violence? The jury had been asked to reduce the crime of homicide in the result of the prisoners' violence. The jury had to decide whether the prisoners actually threw the woman and the baby overboard or whether they made them jump overboard. 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TELEGRAMS.

(Reuters.)

Canada—A Naval Squadron.

LONDON, 21st December.
Canada is about to establish, in agreement with the Admiralty, a Canadian squadron, beginning with three cruisers manned by the Canadian Naval Militia.

The Dominion is also prepared to garrison and maintain the defences of the Dockyards at Halifax and Esquimalt.

The British-Japanese Alliance.

The Times discussing the suggestion in Russian newspapers that Great Britain was tiring of the Japanese alliance says that should a "causus belli" unfortunately arise, nothing would induce us to break our plighted word.

The North-Sea Incident Inquiry.

The papers are publishing a variety of reports from Hull of secret agents, supposedly acting for Russia, who have been endeavouring to bribe the fishermen to swear that there were torpedo boats among the trawlers.

THE WAR.

THE TORPEDO BOAT ATTACK

AT PORT ARTHUR.

"SEVASTOPOL" RENDERED USELESS.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:

Tokio, December 22nd.

Admiral Togo, on the 21st inst., reports that the *Sevastopol* was seen busily pumping water from the breach caused by our torpedo attack; but she was listing at least ten degrees with her bow sunk. It is believed that it will be hopeless to recover her for navigation under the present circumstances at Port Arthur.

According to a reliable statement of a prisoner, her netting was torpedoed eight times, while her hull was torpedoed at least once and split eight feet on the afterpart of the port side.

FIGHTING AT PORT ARTHUR.

HEIGHT CAPTURED

NEAR PIGEON BAY.

Tokio, December 22, 5 p.m.

The Port Arthur Army reports that a detachment of our right assaulted and occupied, on Thursday morning, the height of the North Housyanhang, near Pigeon Bay, and also a height on the peninsula in Pigeon Bay, where one Russian gun of small calibre was captured.

The enemy's counter-attack on the peninsula was repulsed.

THE "SHELL" TRANSPORT &

TRADING CO., LTD.

INTERIM DIVIDEND.

Writing under to-day's date Messrs. Arnold, Karberg & Co., agents for the above company, state that they have received a telegram from London informing them that the "Shell Transport & Trading Co., Ltd. have declared an Interim Dividend on account of 1904 of 1/- (One Shilling) per Ordinary Share, payable on the 1st January, 1905. Holders of Warrants to Bearers will receive this Dividend against Coupon No. 5, which may be negotiated through the Hongkong and Shanghai Banking Corporation.

SHIPPING JETSAM.

At about eleven o'clock last night an accident occurred in the harbour which resulted in the death of a Chinese boy, aged about thirteen months, and injuries to a Chinese woman and a small girl. It appears that a pinnace from H.M.S. *Glory* was passing Murray Pier, just at the moment when a sampan was leaving the pier to go out to a steamer; but just how the accident occurred could not be ascertained. Whether it was caused by a collision or whether it was caused by the back-wash of the pinnace caused by the fact remains that the sampan, capsized and threw the occupants into the water, one of whom was the child who was drowned, the woman and the other child being hurt; as it is supposed by the oars on the side of the boat. The usual inquiry, it is understood, will be held in due course.

A Tokio wire of 17th inst. says that after disembarking, her wounded at Moji, the hospital ship *Rohilla Maru* was in collision with another vessel. A hole eight feet wide was made in her port side, and she was purposely beached to stop the rush of water.

The British steamer *Ascot*, which stranded during a storm at Muroran on the 9th, was refloated the following day, only slightly damaged.

The China Navigation Co.'s steamer *Chefoo*, 684 tons net, built at Greenock in 1876, is reported sold, apparently for blockade-running purposes.

The question of proper harbour regulations has on several occasions in the last dozen years occupied the attention of the Government and its advisers, says the *Bangkok Times*. It has again been under consideration for some time past, and it is expected that the new regulations will be in force in April next. We understand that the acting Harbour Master, Liding Anuphan, is shortly leaving on a trip to Singapore, Penang and Rangoon.

HONGKONG'S CEMENT INDUSTRY.

THE PLANT AT HOKUN.

HOW THE GREEN ISLAND CEMENT CO. WORKS.

One of the comparatively few firms in the East which was quick to realize the possibilities of the St. Louis Exposition as a means of advertising their wares was the Green Island Cement Co. of Hongkong, of which Messrs. Shaw, Tones & Co. are the general managers. Samples of the product manufactured at Macao and at Hongkong—or rather Hokun—were sent to the Exposition, and in order that visitors who were inclined for business might be better able to comprehend the extent and character of the Company's business, a neat little pamphlet appropriately bound in green covers was published. That booklet has now been issued to many in Hongkong, and a fair idea of what the Company is doing can be obtained from the information within its covers. But it is all too brief. Indeed, to show how brief and to the point if you will, the actual statement made by the Company is, the entire statement may be quoted in full, without unduly transgressing on space.

WHAT THE COMPANY DOES.

It says:—"The Green Island Cement Company derives its name from an island, 'Illa Verde' or Green Island, situated in the harbour of the Portuguese colony of Macao in China. The Company started its manufacture of Portland Cement about fifteen years ago. At the present time there are four kilns in operation in Macao and fourteen in a much larger factory erected by the same Company in 1899 in the British colony of Hongkong. The total production of both factories amounts at present to 400,000 casks a year. Green Island Cement has been used for all descriptions of work, dams for reservoirs, street tramways, harbour works, heavy foundations, fortifications, &c., &c., and it has everywhere given satisfaction, as proved by the attached analysis test and certificates from consumers. Two very large graving docks, capable of holding the biggest ships in the world, are in course of construction in Hongkong; one being built by the British Admiralty and one by a private firm, and Green Island cement is being exclusively used in the construction of both. The most severe tests are required by the Government officials and Dock contractors. The machinery employed is all of the most up to date type that can be procured from England, America and Denmark, and the kilns are of the Autlberg type, which are the best suited to the economic conditions of the place."

OVERWHELMED WITH ORDERS.

That is summarising with vengeance, but the Company rely upon the attested letters of well-known architects and builders for the kudos which they have gained. There are letters from Hongkong, including the Public Work Department, Singapore, London, &c., together with chemical reports from the Japanese Department of Agriculture and Commerce, the Berlin Chemical Laboratory, &c. These reports are all in favour of the cement, and the Autlberg kilns are of a very high quality, and perhaps the best known, borne out by the report made before long ago that the Company were unable to fill all the orders, which were pouring in upon them, with sufficient rapidity; that indeed, it was necessary to work night and day, and even then orders had to remain standing. In some that indicates the extent of the business which is being carried on in our midst, but as it is true that the average Londoner knows less of London than the country cousin, so it may be said that the average resident in Hongkong and Kowloon knows less of the Green Island Cement Company's works at Kowloon, than the stranger who appreciates the ramifications of the Company's business.

ORIGIN OF THE COMPANY.

Those who have been round the eastern side of Kowloon have noticed that range of lofty roofs from which a dozen and more pointed chimney stacks rise in the air. It is there that the Cement Company has established its immense business. But as succinctly explained in the pamphlet referred to the Company owed its birth to the island known as Ilha Verde in Macao. The Kowloon business started as an offshoot of the parent works; but the offshoot proved to be a lusty and vigorous daughter, who quickly outgrew leading strings and assumed treble the proportions of the original stock. To-day the kilns at Macao are only some four in number; at Kowloon fourteen are in full blast, and within a year even that number will be increased, all to cope with the steadily and growing demand for the product.

AN INTERNATIONAL WORKSHOP.

The manufacture of cement in this part of the world is another example of how industry and patience can overcome all obstacles. The factory at Hokun brings together in close communion, so to speak, a variety of nationalities. There is a Danish manager, the essence of courtesy as most people are aware, and Danish supervisors; an English engineer, another example of the obliging, and British engineers; there are Chinese, Indian, Portuguese workmen and overseers. The machinery is Scotch, the material and the product is Colonial British.

WHAT IS CEMENT?

Cement consists mainly of limestone and shale mixed in exactly the right proportion; but even if the proportions are right to the half of one per cent, say, and the two elements are not thoroughly mixed, the cement would be worthless; and, further, if the relative proportions are correct to a hair's breadth and the raw material has been ground to an almost impalpable powder the admixture is still a long way from being the cement of commerce. It still has to pass through the burning, fiery furnace, where the elements are chemically used; then it has to be ground over again into an impalpable powder prior to barreling, for in the fusing process this exceedingly fine dust coagulates as it were, and forms what is technically known as "clinker"—a very hard, gritty, and lumpy substance which

is exceptionally rough on grinding machinery. A rough idea of the extent of the plant, which is capable of all this, and which turns out roughly over 170 tons of cement per day, may be gained from the simple statement that from the spot at which the raw material enters the mills it travels fully three-quarters of a mile automatically before it is dumped into the storage houses, in its finished state. Many people have an idea that cement is readily made by a rough-and-ready process so long as the raw materials are handy. On the contrary, it is one of the most intricate processes known, and one of the most interesting.

AN AERIAL RAILWAY.

The metal or shale comes from the West River, somewhere near Canton. It is quarried from the solid rock and arrives in Hongkong in great chunks. Junks bring the upwieldy mass to the factory's wharf and it is dumped down in heaps within the Company's premises. Here we see the first of the many labour-saving appliances which have been brought into use by the Company's servants. The process of carrying each lump of stone metal from the junk to the heap on shore would mean, and did in the old days mean, enormous labour and time. When it is remembered that each boulder is generally twice the size of a man's Sunday hat, and five hundred times as heavy, one can understand how painfully tedious any method of hand-carryage from the junks to the shore would be. Even when the material to be conveyed from the vessel to the land is of the softest and most easily disposed-of character, you know how laborious and lengthy is the process. All that sort of manual work is done away with, by the simple device of aerial rope railway. Buckets travel along the railway at regular intervals, are filled at the junk, travel along an inclined plane to the metal heap, discharge their contents, and proceed on their endless journey. Even the present method in force at the Company's works at Ilha Verde is not as satisfactory as the critical manager and engineer desire, so a new railway has been ordered from Europe and it is expected to arrive here within a week. The present rope railway is capable of dealing with three hundred tons of material a day and it may be presumed that the new railway will be no less expeditious.

CLAY AND COAL.

So much for the stone metal. The clay with which it is mixed comes from Macao, in junks. It is not an inviting looking substance. It has been dug out of the beds of rivers, but it has that special property which goes to the composition of fine cement—in fact, Green Island cement. There is another ingredient to be mentioned and curiously enough as it may seem to most people that is coal, but we will come to that in due course.

ENTREZ THE COOLIE.

After the metal has been dumped—to use a favourite Protectionist term—on the stock-heaps, the coolie appears on the scene. He also brings a barrow with him and wheels the great blocks of stone to the crushers. As the coolie is paid so much for his labours it depends entirely upon himself whether he makes a respectable livelihood or otherwise. He can, and most of them do, make a very comfortable living, and certainly he has no apparent cause to grumble at the treatment which, as an employee, he receives from the Green Island Cement Company.

APPROACHING THE FACTORY.

Those who have never been within range of a cement factory can scarcely realise the deafening tumult that prevails when the machines are in full working order. At a distance, say a mile off, the sound resembles the dull rumbling of angry breakers on the shore. Coming closer the roar increases with every step, till finally at close range it seems as if the very earth were palpitating with the din. You cannot hear yourself speak; you can only communicate by means of "nods and becks and wretched smiles." And all this roaring and crashing come from the crushing factory where the huge blocks of stone are being bounded and churning into power.

AUTOMATIC MACHINERY.

The machines are like none of those with which one is accustomed to see. They are built on destruction—a humourist might find some resemblance between them and the railway porter; but humour is a dangerous jade to meddle with. When the stones have been heaved by the coolies in the direction of the first crusher, the machine begins to revolve. It goes the block, and gradually the solid rock is squeezed to atoms; but these atoms are too big for ordinary purposes—they are sometimes the size of a silver dollar. So they are automatically caught up in an elevator and plunged into another crushing mill, where a similar process of breaking up the pieces takes place, and finally it emerges as a fine powdery meal.

Now, a word about the clay. When it arrives at Hongkong it is in the form of small pellets; when it was in Macao, it was allowed to dry in the sun and become hard. But it does not remain long in that condition after it has reached the Cement Company's works at Hokun. It also is subjected to a mealy site and for the first time meets the stone metal which has lost all resemblance to its pristine appearance. Automatic machines catch up, the two substances mix them up together like a Seidlitz powder, weigh them in the proportions necessary for the cement and repeat the process of pulverising, the two substances. All this has now taken place in one room. The stuff has been carried about, usually automatically, from one place to another through from pillar to post, ground by all sorts of machinery, from heavy squirming shafts to round cannon balls, and generally maltreated.

EXTENSIONS.

Now, as to the motive power, that is what involves the question of extensions. At the present, however, the motive power is derived from five water-tube boilers, and two big main engines which combined are capable of producing 1,000 H.P. The whole plant is lighted by electricity, obtained from the Kowloon mains. But the extensions will be a vast improvement on this condition of things, and to provide for which the capital of the Company was recently raised by unanimous resolution of shareholders. Engines have also arrived for over 500 H.P. and the "beds" are ready for their installation. A new boiler has been put in, and the yard is strewed with parts and pieces of machinery, some weighing five tons and over, while one piece alone weighs eleven tons. It is with pardonable pride that the engineers state how they intend this weight from the junk in which it was carried by means of the sheer-poles. The sheer-poles had to be strengthened, but the machinery was safely landed and half the battle was over. The second of another five will be in the new machine will be in full working order. New engine houses, etc., have been erected and a brick chimney some one hundred and fifty feet high is expected to be finished in a few days. New kilns are also to be built, not with

clinker stage, and a variety of other processes to be seen before the cement finally reposes in the clamped cask.

THE DRYING TUNNELS.

All over the grounds of the manufactory are lines of rails, and trucks carrying material from one point to another. Into these trucks, the soft briquettes are placed and sent along to the drying tunnels. They are kept dry and damp as soft as butter in fact—when they go into the tunnels and twenty hours pass before they are seen again. At the end where they enter, the air is just perceptibly warmer than the atmosphere at present. Doubtless, in the summer the outer temperature is higher than that at the entrance to the tunnels. But a walk to the other side of the walls and open any of the double doors will keep in the air. You do not want to open the door too wide. About half-a-foot will do. Then there is a kind inside and it seems as if it were being rapidly parboiled. In this high temperature the briquettes remain until they are as hard as the proverbial brick, though as brittle as untempered iron. The journey through the tunnels has extracted the dampness and left them ready for another operation.

Piled on trucks they are sent along to the kiln-house and, as it is pleasantly termed, fed into the kilns. Each kiln takes about 600 b. of briquettes a day and there are fourteen kilns in active operation so it is a matter of simple multiplication to discover the output. It is in the kilns where the most wonderful perhaps of the many operations through which the metal and clay have passed takes place. It is here that the coal enters into the contract.

IN THE KILN-HOUSE.

On the ground floor of the kiln-house, the atmosphere is warm and thick with dust. Indeed, anyone who has once visited a cement factory will find that the fumes of the kiln-house and the queer impalpable dust which floats in the air cannot be got rid of for days. That dust seems to get into your eyes and down your throat, tickling your larynx and setting up a cough that hangs about you. Probably half the cough and the idea that your eyes are still full of grit may be the result of your imagination, but there it is.

CLIMBING UP A LADDER TO THE NEXT FLOOR we arrived at a perfect *impasse*. Most people who have been in a steamer's stokehole fancy they know all about shooting flames and red-hot cinders. But they are really only at the beginning of knowledge, which is wisdom. The bricks are thrown into this fiery furnace, and, amid the base of black smoke and darting flame-lances, you can see half-naked figures punching and scraping with long iron poles, and shovelling in coal, and still more coal. Through a round hole, when the lid is taken off a glimpse of the nether regions is obtained. It is decidedly fascinating, but by no means comforting. Once a fire is lighted in a kiln it burns for two years on end; then the firebrick lining is renewed.

THE CLINKER STAGE.

Here it is that the coal and the bricks are amalgamating in some unexplained, although explainable, why take a turn to the bottom of these kilns and you find that the nicely-shaped briquettes have undergone a marvellous change. They have become clinched, that is to say, of stones and sand, and this is what constitutes the fine Portland cement for which the Green Island Cement Co. are famous. The clinker in turn is wheeled away to another of the many machines about the compound and ground to a powder, *voilà!* cement! It becomes cement at the rate of one hundred and seventy tons a day. It has reached its last stage and its destination now is the storage bins where it remains for some time.

A contractor may order cement which has been in storage for six weeks or six months and the Company have to be in a position to supply it. There is thus always a considerable quantity in stock, although the demand cannot always be supplied.

A SIDE INDUSTRY.

In all large factories there are always side industries, the outcome of the main business and the Green Island Cement Company's factory at Hokun is no exception to the general rule. For instance, there is the making of casks. Lugs of wood—raw and untrimmed as on the day they left their native habitat somewhere in the vicinity of Canton—are brought by the inevitable junk to the factory's wharf at Kowloon Bay. They are sawn by machinery into lengths to the measurement required, trimmed, and cut up till they are fit for barrel-making. A machine hoops up the wood, and the barrel is ready for the cooper. In comes the indispensable truck which carries the prepared barrel to the cooper, who deftly, unless he is a master, splits the barrel with bamboo bands and in a twinkling it is complete, *voilà!* a barrel.

EXTENSIONS.

Now, as to the motive power, that is what involves the question of extensions. At the present, however, the motive power is derived from five water-tube boilers, and two big main engines which combined are capable of producing 1,000 H.P. The whole plant is lighted by electricity, obtained from the Kowloon mains. But the extensions will be a vast improvement on this condition of things, and to provide for which the capital of the Company was recently raised by unanimous resolution of shareholders. Engines have also arrived for over 500 H.P. and the "beds" are ready for their installation. A new boiler has been put in, and the yard is strewed with parts and pieces of machinery, some weighing five tons and over, while one piece alone weighs eleven tons. It is with pardonable pride that the engineers state how they intend this weight from the junk in which it was carried by means of the sheer-poles. The sheer-poles had to be strengthened, but the machinery was safely landed and half the battle was over. The second of another five will be in the new machine will be in full working order. New engine houses, etc., have been erected and a brick chimney some one hundred and fifty feet high is expected to be finished in a few days. New kilns are also to be built, not with

To-day's Advertisements.

HONGKONG HOTEL.

MENU.

DINNER, DECEMBER 24TH, 1904.

HORS D'OEUVRES.

Caviare on Toast, Mashed Potatoes.

BRIEF SOUP, LITCHI SOUP.

Pottage Creme D'Asperges.

FISH.

Boiled Fish, Bearnaise Sauce.

ENTREES.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PELEUS"	24th December.
GLASGOW and LIVERPOOL	"PRIAM"	4th January.
GLASGOW and LIVERPOOL	"WRAYCASTLE"	5th January.

S.S. "PELEUS" left Singapore at daylight on the 18th inst., and may be expected to arrive here on the 24th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"MOYNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January.
GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	"PELEUS"	28th December.

For Freight, apply to

BUTTERFIELD & SWIRE
AGENTS.

Hongkong, 23rd December, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NAGASAKI	"CHIBI"	25th December.
SHANGHAI	"WOOSUNG"	26th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU" *	26th "
MANILA	"TEAN" *	27th "
SHANGHAI	"TAIWAN" *	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
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Hongkong, 23rd December, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUI LI	2540	R. W. Almond...	MANILA	SATURDAY, 31st Dec. at 10 A.M.
ZAFIRO	2540	R. Rodger	"	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd December, 1904.

[18]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL PROPOSED SAILINGS.

Steamship "RAS ISSA" About 20th January, 1905.
"CLAVERDALE" 30th January, ".

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 21st December, 1904.

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PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 31st, "
"ARABIA"	4,483	Babie	February 20th, "
"ARAGONIA"	5,198	Schuldt	March 12th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to:

ALLAN CAMERON, General Agent.

NOTICE.

BOO CHEONG, of No. 20, Pottinger Street, has always on hand FIRST-CLASS WRITING AND PRINTING PAPERS, AND STATIONERY of every variety.

Hongkong, 18th October, 1904.

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Hongkong, 18th October, 1904.

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TSANG FOO & CO. COAL MERCHANTS AND STEVEDORES, 18, DES VŒUX ROAD.

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Shipping.

Arrivals.			
Sobralense, Br. s.s., 1,460, Dean, 2nd Dec., Liverpool and Singapore, 16th Dec., Gen. — B. & S.			
Workfield, Br. s.s., 2,96, E. G. Broadhead, 2nd Dec., —Cardiff 8th Oct., Coal—Order.			
Rajaburi, Ger. s.s., 1,189, D. Reimers, 22nd Dec., —"angkok 14th Dec., Rice—B. & S.			
Elisabeth Kickmers, Ger. s.s., 997, G. Gitschir, 22nd Dec., —Bingkok 14th Dec., Rice—B. & S.			
Carl Diederichsen, Ger. s.s., 774, H. Schlaikier, 22nd Dec., —Haiphong 29th Dec., Gen.—J. & Co.			
Tjimahi, Dut. s.s., 1,470, N. W. Jurriaans, 22nd Dec., —May 20th Dec., Gen.—J. C. J. L.			
Mausong, Br. s.s., 1,641, S. J. Payne, 22nd Dec., —Sandakan 17th Dec., Timber—J. M. & Co.			
Jacob Diederichsen, Ger. s.s., 623, B. Olsen, 22nd Dec., —Pakhoi and Hoikow 20th Dec., Gen.—J. & Co.			
Sperber, Ger. s.s., 1,879, Oxe, 22nd Dec., —Tainan 15th Dec.			
Waterich, Br. surveying-ship, 620, E. C. Hurdy, 23rd Dec., —from cruise.			
Tein, Br. s.s., 1,346, A. Sommerville, 23rd Dec., —Manila 20th Dec., Gen.—B. & S.			
Sithonia, Ger. s.s., 4,238, Th. Hildebrandt, 23rd Dec., —Singapore 15th Dec., Gen.—H. V. Zweena, Br. s.s., 900, J. Ewart, 23rd Dec., —Rangoon via: Singapore 2nd Dec., Kerosene Oil—In Jack Bee.			
Chim, Aust. s.s., 3,855, S. Tomanowice, 23rd Dec., —Singapore 15th Dec., Gen.—S. W. Co.			
Kowloon, Ger. s.s., 1,480, H. Siehr, 23rd Dec., —Canton 22nd Dec., Gen.—S. & Co.			
Clearances at the Harbour Office.			
Ilha Verde, for Macao.			
Denmore, for Kobe.			
Hatunuri, for Swatow.			
Chuking, for West River.			
Yue sang, for Manila.			
Kwang-chow, for Canton.			
Zafiro, for Manila.			
Domenico for Quang-chow-wan.			
Workfield, for Shanghai.			
Hoching, for Kwong-chow-wan.			
Shun Lee, for West River.			
Kwang-chow, for Shanghai.			
San U, for West River!			
Per ... Dec. 22.			
Australian, for Kobe.			
Dec. 23.			
Roon, for Shanghai, &c.			
Hainan, for Coast Ports.			
Clara Jofan, for Chinkiang.			
Satsuma, for Shanghai.			
Shansi, for Shanghai.			
Triton, for Teingau.			
Profit, for Bangkok.			
Zafiro, for Manila.			
Yunesang, for Manila.			
Ningchow, for Singapore.			

Passengers arrived.

Per Rajaburi, from Bangkok—Mr. and Mrs. Freese, child and servant.			
Per Elizabeth Rickmers, from Bangkok—Mr. and Mrs. Colonna, Messrs. Kornblüher and Lorenz.			
Per Roon, for Hongkong from Hamburg—Messrs. Sofie Enger, K. Tieffes and O. Hechel, From Antwerp—Mr. Carl Bernhardt, From Southampton—Mr. and Mrs. T. D. Rust, Messrs. T. D. McCracken, Mason and W. Tulip, From Gibraltar—Mr. W. S. Brown, From Genoa—Messrs. W. Wiedemann, A. D. vid, H. Müller F. Wichtner, T. F. Wilkard, and Mrs. E. Leepers, From Naples—Messrs. T. J. Saunders and T. Dimmer, From Colombo—Messrs. Normann, Cuthnabain, W. S. Simey and G. Runder, From Penang—Mr. Stephen, From Singapore—Mr. A. Ritchie, For Shanghai from Hamburg—Messrs. Nau, von Cancet, K. Necke, Petra Sore men, B. A. Meyer, M. Freise, T. A. Panny, Maie Huer, Emma Klein, A. Gunther Otto and H. Gruny, From Antwerp Mr. Chas. McGinn, From Southampton—Mr. A. O. Robbie, Miss Llewellyn, Miss Arata, Mr. G. C. Marshall, Mr. Merrills, Messrs. C. A. V. Dick, M. Tusten, Misses Smith and Granger, Mr. Lorna Lane, Miss T. Hall, Messrs. Annie McLellan, F. Dixon, T. Walch, T. Starling, W. Thomson and A. McGregor, From Genoa—Mr. T. C. Vartin, Mrs. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leining, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, F. Kindermann, Mrs. Krutzig, Messrs. H. da Buist, W. Buchig A. Kornet and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. Helen Hunt, From Singapore—Capt. T. W. Wynan, and Mr. Friedenthal, For Kobe from Hamburg—Mrs. E. Haten, From Southampton—Mrs. de Berigny, From Port Said—Mr. Jose A. Roman, From Singapore—Mr. Hiramatsu, For Yokohama from Hamburg—Mr. Maty Nissen, From Southampton—Hon. Sir F. Packham, Hon. Le Fann, Mrs. and Miss D. I. et, Messrs. Vincent Davies, T. Toshimoto, R. Staff, From Genoa—Messrs. M. J. M. Cassel and M. Kleman Laski, and Dr. C. Tokota, From Singa- por—Mr. F. W. T. Brewer.			
Per Sibon, from Sanjan—326 Chinese.			
Per Matsing, from Sandakan—Dr. Macleod, and Mr. Lawrsky.			
Per Tein, from Manila—Messrs. E. Brindle, Geo. R. Smith, E. M. Kirkwood, F. T. Miles, L. Albert, H. B. Scholtz, José Farias, H. H. Macke, E. M. Wood, Leonard Nelson, Mrs. A. J. Leopold, Mr. and Mrs. John H. Grecque and child; Messrs. T. Tanaka, Ichib Matches, and 40 Chinese.			
Shipping Report.			
Str. Rajaburi from Bangkok—Strong N.E. monsoon.			
Str. Nanshan from Moji—There to Lut. 30 N, Long. 125 E., N.W. gale and heavy sea, hence to port light monsoon, and fine clear weather.			
Str. Zweena from Rangoon—Moderate monsoon, with heavy swell and continuous rain through Palawan passage, as far as Lagon, hence strong with hard squalls.			

Shippers Expected.

Vessels	From	Agents	Due
Java	Singapore	P. & O. Co	Dec. 24
Peleus	Singapore	B. & S.	Dec. 24
Nicomedis	Japan	P. & A. Co	Dec. 24
Coptic	Japan	P. M. Co.	Dec. 26
Laisang	Singapore	J. M. & Co	Dec. 26
Australien	Singapore	M. M.	Dec. 27
Taiwan	Sydney	B. & S.	Dec. 28
Tartar	Vancouver	C. P. R. Co	Dec. 28
Glenlogan	Singapore	McG. & G.	Dec. 28
Massapequa	Manila	S. T. & Co	Dec. 28
Korea	Japan	P. M. Co.	Jan. 3
Deuclion	Victoria	B. & S.	Jan. 3
Numana	Portland	P. & A. Co	Jan. 23

Vessels in Port.

STRAMRIE.

HONGKONG.			
Afong, Mr. and Mrs. Magenis, Lady L. and A. H.	maid		
Anderson, Mr. and Mrs. Marriott, Dr. O. W. B.	Merryles, Miss		
Ascoli, Mr. and Mrs. V. McLaren, J. S.	McAran, T. P.		
Barbilon, P.	Miller, P. L.		
Bevin, Mrs. H. M.	Moir, R. N., Lt. and Mrs.		
Bingham, Mr. N. Mrs.	W. M.		
T. E. and child	Murkeng, Miss		
Beijing, Mr. and Mrs. E. F. M.			
Beirbeck, R. J.	Newell, S. G.		
Biniany, Mr. and Mrs. S. Newell, S. G.	Newell, Mr. and Mrs. I.		
Bissell, W. S.	Newington, A. G.		
Blair, D. K.	Parsons, W.		
Boggan, Mr. and Mrs.	Pattie, Mrs. J. A.		
and infant	Perkins, Mr. and Mrs.		
Bonner, E.	T. L.		
Borden, Miss F.	Pirovano, A.		
Borden, Miss F.	Peabody, Mr. and Mrs.		
Bornard, Mr.	H. W.		
Borthwick, R. W.	Price, Mr. and Mrs. R. W.		
Borthwick, Mrs. R. W.	Puddetha, W. T.		
and child	Quin, Jas.		
Brett, Miss	Rallion, W.		
Briggs, C. T.	Ranney, Mr. and Mrs. F. O.		
Brooks, F. M.	Ravens, T. B. von		
Brougham, L.	Rayner, F. S.		
Charles, R.	Rico, F. F.		
Clark, Dr. F.	Roach, Mrs. J. S. and		
Clark, T.	child		
Clark, W. G.	Roberts, A. G.		
Corderoy, Mr. G.	Robertson, W. R.		
Crespi, M.	Rutherford, N. H.		
Cunningham, G.	Sayer, G. Burton		
Davies, F. O.	Sayle, R. T. D.		
Davies, Mrs. J. T.	Schmidt, W. F.		
Deacon, E. B.	Scott, Mr. and Mrs. J. G.		
Dean, G.	Skott, C.		
Douglas, Capt. and Mrs.	Smith, Mrs. K. H.		
Downing, Mr. and Mrs.	Somerville, Geo.		
Edwards, G. H.	Soper, C. H.		
Emerson, A.	Springes, M. E.		
Fisher, H. G.	Stanford, Surg. C. E. C.		
Forster, Dr. A. F.	Stein, A. L.		
Freeman, Dr. W. P.	Stevenson, R. N., Lt. & Mrs.		
Glover, C.	Stewart, W. M.		
Graham, W. D.	Sullivan, O.		
Grant, A. W.	Sewell, Mrs. M. R. and		
Grey, C. E.	maid		
Hall, Capt. 1.	Thomas, C. B.		
Hanron, J.	Thomson, Dr. J. C.		
Harding, R.	Thomorrow, J.		
Hardy, Mrs. C. S.	Turner, Mr. and Mrs. I.		
Horne, Mrs. J. W. and	Trimble, W. D.		
maid	Turner, Miss		
Hurst, R. N., Engineer.	Vaughan, Lieut.-Com.		
Icely, Rev. F.	Vetch, F.		
Jenks, Miss and Mrs. J.	Wakefield, Mrs. and Miss Wemyss, J. L.		
Jenks, Mr. and Mrs. J.	Whitney, Mrs. A. M.		
Jones, Mrs. M. M.	child and infant		
Jones, Mrs. M. M.	Williamson, A. C. Maj.		
Juncta, Lt. A.	Wolf, Philip		
Katsch, E. A.	Woolmer, Mr. and Mrs. C. E.		
Launay, Mr. and Mrs.	Wright, Mr. and Mrs. Gordon		
Macdonald, Dr. R. N.	Young, W. S.		
Mackie, C. Gordon			

KING EDWARD.

CONNAUGHT.			
Bell, Mrs. J.	Howard, E.	Hughes, Mr. and Mrs.	
Cameron, J. D. M.	Christie, M. J. D. Jackson, T. B.		
Christie, Mr. and Mrs. D. Jackson, T. B.	Collins, K. P. Mrs.		
Clegg, Engr. Lt. and Kirby, Mr.	Craig, Mrs.		
Dawson, Mr.	McAuliffe, J.		
Dawson, Mr.	Menzah, R.		
Deakin, Capt.	Mergen, Lady & maid		
Drayson, Mr. and Mrs. I.	Rose, Mr. and Mrs. Thos. Ross.		
Farmer, M. J.	Ross, Mr. and Mrs.		
Filley, Miss May	Turner, Mr. and Mrs. Parker, W. T.		
Gratly, Miss Hermine	Ezekiel, P. M.		
Hamer, Thos. A.	Fabri, Mrs. M. and nurse		
Prince Robert, Br. 4-masted br., 2,555, Hansen, 22nd Nov., —New York 9th July, Kerosine, S.O. Co.	Ferrers, Mr.		
Prat, Mr			

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

Ths S.S. "TONKIN".

Captain R. Schmitz, will be despatched for
MARSEILLES on TUESDAY, the 27th
DECEMBER, at 1 P.M.

Passage tickets and through-Bills-of-Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. DUMBEA 10th January, 1905.
S.S. AUSTRALIEN 24th January, 1905.
S.S. SALAZIE 7th February, 1905.

L. BRIDOU,
Acting Agent.

Hongkong, 20th December, 1904. [9]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL,"

Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 31st
December, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Victoria, 6,522 tons,
from Colombo, Passengers' accommodation
in which vessel is secured before departure from
Hongkong.

Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Oriental,
in London on the 12th February, 1905.

Parcel will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th December, 1904. [14]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Pleades I 3,753 F.G. Purington Ab. Dec. 24
Tremont 49,600 T. W. Garlick. Ab. Dec. 28
Lyra 4,417 G. V. Williams. " Jan. 10
Pleades II 3,753 F.G. Purington. " Mar. 4

¶ Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tremont 9,606 T. W. Garlick. Ab. Dec. 28

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tidwell*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL, & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 26th December, 1904. [12]

NOTICE OF REMOVAL.

A FOOK & CO.,
SHIP AND HOUSE COMPRADORES,
have this day

REMOVED

TO

No. 12, POTTINGER STREET,
(opposite their old establishment).

Hongkong, 24th November, 1904. [184]

For Sale.

FOR SALE.

ONE VERTICAL ENGINE with Fly
Wheel and Governor, one cylinder 9½
inches diameter by 8 inch stroke.

One VERTICAL ENGINE with Fly Wheel
and Governor, one cylinder 12½ inches diameter
by 18 inch stroke.

One VERTICAL ENGINE with Fly Wheel
and Governor, two cylinders 9½ inches diameter
by 12 inch stroke.

One HORIZONTAL ENGINE with Fly Wheel
and Governor, one cylinder 11½ inches diameter
by 36 inch stroke.

One HORIZONTAL ENGINE with Fly Wheel
and Governor, one cylinder 16 inches diameter
by 16 inch stroke.

The above can be inspected, and all partic-
ulars obtained, upon application to the
Manager, Kowloon Docks.

W. B. DIXON,
Chief Manager.

Hongkong, 10th December, 1904. [1330]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask
ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag
ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 2nd September, 1904. [783]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,

for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31]

To Let.

TO LET.

GODOWN No. 3, Tsimshatsui, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 21st November, 1904. [1259]

TO LET.

N. O. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 26th March, 1904. [436]

TO LET.

N. O. 1, RIPPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD,
FLATS in MORETON TERRACE facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 2nd December, 1904. '956

TO LET.

ONE ROOM on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 10th December, 1904. [729]

TO LET.

F. LATS, for OFFICES, in New Buildings,
next to Messrs. Jardine, Matheson & Co.,
Pedder's Street; Electric Lift.

Apply to—

AHMET RUMJAHN,
64, Queen's Road.

Hongkong, 19th December, 1904. [1355]

TO LET.

F. LATS, for OFFICES, in New Buildings,
next to Messrs. Jardine, Matheson & Co.,
Pedder's Street; Electric Lift.

Apply to—

S. A. SETH,
Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 17th November, 1904. [996]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD, Comfortable and
airy flats of 2 or 3 rooms, from \$35 inclusive
of Taxes.

No. 13, MOSQUE JUNCTION.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904. [49]

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS: Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$70,000,000 \$35,000,000	\$1,492,554	Div. of 1/1.10% @ exchange 1/9 15/16 \$16.41 for first half-year 1904.....	51 %	\$715 sales London, £701
National Bank of China, Limited.....	99,925	\$7	\$7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	54 %	\$39 sellers
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$151,992 \$162,566 \$371,445	\$150,494	\$17 for 1903	61 %	\$250 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Nil.	\$48 for year ended 30.4.1904	71 %	\$681	
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000 \$1,800,000 \$20,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sales & s.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$372,749 \$893,116 \$846,773 \$700,000 \$37,794	\$2,028,997	\$35 for 1903	5 %	\$710
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$125,675	\$486,284	\$12 for 1902	8 %	\$150 buyers
FIRE INSURANCES								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$2,611	\$326,047	\$6 dividend & \$1 bonus for 1902	8 %	\$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,286	\$371,110	\$24 for 1902	68 %	\$335 sellers
SHIPPING, TUG AND CARGO BOATS								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	none	Dr.	\$5 for 1900.....	...	\$24